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HINTS
ON THE
INTERNAL IMPROVEMENT
OF
NORTH CAROLINA:

Respectfully Addressed
TO
HIS COUNTRYMEN,
BY
A NORTH CAROLINIAN.

NEW YORK:
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1854.

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THE INTERESTS OF NORTH CAROLINA IN THE WORK OF INTERNAL IMPROVEMENT.

MY COUNTRYMEN :

Will you permit one who was born among you, and yields to none in honest affection for our good old State, to present, not without diffidence, the following facts and suggestions, on a subject of vital and common interest in North Carolina. The writer has no personal ends to serve. Many years have elapsed since circumstances, which he could not control, separated him from his native State; he has, however, not ceased to watch, with the solicitude of affection, her progress since he left her borders; and he has endeavored, uninfluenced by local or personal interests, quietly to study and discover, if he could, the measures most likely to promote the prosperity of the *whole State*.

In some particulars he may err (for he is fallible); and therefore, far from presuming to dictate, he would but bring this, his humble offering to a great cause, deeply interesting to the country he loves best on earth, in the hope that his remarks may perchance prove at least suggestive of better thoughts than his, to the strong and eminently practical minds of some of his countrymen, now occupied with the subject of internal improvement in North Carolina.

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The mere construction of a railroad, without reference to its termini, or the country over which it passes, is not improvement. There is no magical potency in the mere existence of

such a road, necessarily conducive to wealth. It must be constructed to some particular end; and if this be not judiciously studied, and appreciated by the scale of probable results, it is obvious that money may be sadly misapplied in its construction. Hence, if a single town would build a road to terminate within its limits, the first inquiries are: "will it benefit the town to an extent equivalent to the outlay of money in its construction?"—"what products will it bring to the town for sale, for manufacture or for exportation?"—"through what region of country will it pass, and what, both in quantity and value, are the products of that country?" The subject thus presents itself to be examined judiciously in all its bearings, and the road, if resolved on, rests on a previously arranged *system*. This, however, while it plainly illustrates the indispensable need of a systematized plan of proceeding, covers the more local and particular interests of the supposed single town.

But there is a larger and more extended interest, requiring precisely similar judicious investigation and treatment, when we let our view reach over the limits of the whole State, of which that town forms but a part. If the town benefits by *system* in its proceedings, so also obviously will the State be benefited by first establishing a systematic plan, and then carrying it out as an *entire unity*. The State therefore has questions to investigate as well as the town. She must for instance ask, 'what are my products in all their variety and abundance?'—'where are they situated?'—'how can I best afford facilities to producers to convey their surplus to a market?'—'have I ports and harbors, either good by nature, or to be made good by labor, whence I, as a State, can freely communicate with the world outside of me, and, by sending abroad the surplus, receive in return, money or its equivalent, which will enrich my citizens?' All these and many other questions are to be answered before the State can wisely resolve on any system. But a *system it must have*, if it would perform aright the duty it owes to itself. There is also this strongly marked difference between a system devised for a single locality and one designed for a whole State. The former may benefit itself only, at the expense of the latter, by inter-

ering with the higher interests of a general system; while the latter, by executing a general system judiciously devised, cannot but include in the execution, and therefore benefit, *every* locality really susceptible of permanent improvement. Generals may and will comprehend particulars; but particulars may be isolated, and not belong to generals.

.Another consideration belongs to general systems, which is wanting in those that are local merely. The former may be so arranged (at least so far as circumstances will permit) as to *concentrate* in some degree the benefit of improvements, making them of value to *the State as a whole*, by giving *her* the largest return from the sale of her own surplus productions; while the latter may purchase for themselves indeed a local benefit, but by means which impoverish the general wealth, in affording facilities for the transportation of products to foreign depots, when better ones can be found at home. There is no selfishness in seeking to secure (as far as circumstances will permit) to the State herself, the value of that which the State herself produces; but there is a selfishness which, in the end, will prove (as all selfishness does) short-sighted indeed, in the determination to seek only a local benefit, regardless of the injury it may inflict on a wide-spread territory, of ~~which~~ the selfish spot forms but a fragment.

Now it is just this conflict between general and local interests which has caused so much money to be wasted, both in our own country, and in England, upon railroads. Fortunately, North Carolina has not yet proceeded so far in the actual work as to prevent the adoption of a wise *general system*; what she has already done may be incorporated into such a system, and we therefore proceed respectfully to suggest some thoughts as to what ~~that~~ system should be. It may take time thoroughly to complete it; some of its minor details too may doubtless be advantageously modified; and new details may be added, the value of which can only be revealed hereafter by facts and circumstances now unknown. But the great features of the system appear to be plain; and it may perhaps be deemed wise *now to adopt a settled plan* for those great features; and let the future work up to that plan. We shall be more apt to work wisely when we work to definite ends.

In endeavoring to devise a *system* of internal improvement for any country, we have first to inquire what the country already has; and secondly what she requires, and has not. We come therefore to the question, 'what does North Carolina already possess that may be made available in a general scheme of internal improvement?'

HARBORS AND INLETS.

The coast of North Carolina has long been more remarkable for its dangers, real or supposed, than perhaps any equal extent of the Atlantic boundary of the United States. If we proceed southward from Sandy Hook, the most eastern projection of land on the whole coast, down to the southern extremity of Florida, will be found at Cape Hatteras, near the centre of the ocean boundary of North Carolina. This projection gives to the coast of our State a peculiarity of formation unlike that of any other Atlantic State in the Union: north of the cape, the coast trends a little to the west of north; while south of it, its general direction is south-west by west, leaving however a considerable portion running due west from Cape Lookout, with a large extent of open sea directly south of it. It is this peculiarity of outline which has rendered the coast, at once extensive and dangerous. The conflict of winds and currents at Hatteras has produced its unavoidable consequence in the creation of a shoal extending some distance from the land; while the region north of it presents a shore liable to perpetual change from every stormy wind, whether it come from the north, the north-east, the east, the south-east, or even the west. The ever-changing sands are consequently producing constant changes in the inlets along this coast. We have historic evidence of the fact. Not a good inlet now remains, and yet deep inlets existed when the first colonists came to Roanoke Island. South of the cape the coast is exposed, with one remarkable exception to be noticed presently, to every wind from the north-east and east around by the south to the south-west. It is not therefore a coast likely to afford good inlets.

If we enumerate the entrances from the sea, beginning

at the north, we have these inlets: Currituck, New, Ocracoke, Cedar, Old Topsail or Beaufort, and the inlet at the mouth of Cape Fear river. Roanoke, which once existed between the Currituck and the New, has long since been closed. Of these, Ocracoke, Old Topsail and Cape Fear are the most important, and indeed the only ones which here require notice.

Ocracoke Inlet.—An inspection of the map will show that the portion of the country which must find its egress to the sea through this inlet, is as follows: viz.:—

1. The counties on the north side of Albemarle Sound: viz., Currituck, Camden, Pasquotank, Perquimans, Chowan, Gates and Hertford.

2. The counties between Albemarle and Pamlico Sounds: viz., Tyrrel, Hyde, Washington.

3. The towns of New Berne in Craven, and Washington in Beaufort County. Here is a large extent of territory, covering more than one half of the maritime counties of the State; and many of these counties (those in the northern part) are among the most fertile agricultural regions we have. If Ocracoke is a good and safe inlet, this region is well provided, by nature, with all it wants for commercial prosperity. We have, therefore, next to ask, 'what is Ocracoke, as an inlet?'

From the survey of Wimble, made by authority, in 1738, it would appear that Ocracoke consisted then of but *one* inlet, affording a depth of seventeen feet on the bar, and that Teaché's hole within, had a depth of four fathoms. The channel, however, after passing the bar, shows on the chart, a depth in some places of but eight or nine feet, and the greatest channel depth marked on the chart is but fifteen.

The actual survey made by Price, about fifty years ago, shows great changes at Ocracoke. There are on his chart *two* bars; that at the north marked ten feet in depth, and that at the south eighteen. Teaché's hole is a small channel on the west side of Ocracoke, with but six feet of water in it. *Two* channels are also seen after crossing the bar; one on the north called 'Ship Channel,' with from two to seven fathoms of water in some parts; but also with two most serious obstructions; the one about midway, called the 'Bulkhead,' where the water is but ten feet deep; the other at the northern

extremity of the channel where the depth is but eight and a half feet, at a place known as the 'Swash.' The other or southern channel, which passes on the south side of Shell Castle, is known as "Wallace's Channel." This has from one to five fathoms in certain parts; but like the Ship Channel, has also two obstructions, the one giving a depth of but twelve feet, and the other affording but seven and a half.

A "Beacon Island" appears to have existed when both charts were made; yet the same land is not designated by that name in both charts. In Wimble's day (1738), the seventeen feet bar was between the south end of Ocracoke Island and Beacon Island. In October, 1749, a storm so completely destroyed the latter, that it disappeared entirely; and in Price's day, a spot of dry sand had begun to show itself in its former place; while the Beacon Island of Price, is nearly two miles north of the spot, and is situated between the two channels. These facts may serve to show the changes to which this inlet is liable; and unhappily each change seems to be for the worse. A tradition may exist among the dwellers at Ocracoke, of eighteen feet of water having once covered their bar; but probably no pilot, now living there, ever saw such an auspicious occurrence. The truth is, that (to use the language of the report on the Coast Survey) "the shores both above and below Cape Lookout and Cape Hatteras, present an *unprotected* and nearly even outline to the actions of storms and breakers." Great and frequent changes are consequently unavoidable. It will hence be seen that this inlet is quite uncertain, dangerous and changeable at best; and consequently, that part of the State to which it affords access from the sea, must correspondingly suffer.

Old Topsail or Beaufort Inlet.—This is about fifty miles distant from Ocracoke, by an air line, and is situated to the westward of Cape Lookout, the coast running from the Cape almost due west, for some seventy or eighty miles, and consequently, having for that distance the sea immediately south of it. It is this part of the coast which presents the "remarkable exception" to which we have alluded above.

The only region to which access is afforded from without by this inlet, is Beaufort and the lands in Carteret County.

As to this inlet, Wimble represents it, in the *sailing directions* attached to his chart of 1738, as having seventeen feet of water on the bar, while on the *chart* itself he marks but fifteen. Professor Bache, superintendent of the Coast Survey, in his chart of 1851, represents it as having seventeen feet of water on the bar at mean low water. About four feet four inches was the highest rise of tide he observed; the mean may be computed at two feet and a half. The report on the Coast Survey, made to Congress in 1851, states that "a ship drawing twenty feet water can leave at any state of the tide, with almost any wind, and discharge her pilot *at sea* in from thirty to forty-five minutes after weighing anchor."

Of this inlet and harbor, the following facts may be affirmed.

1. From the survey of Wimble in 1738, up to that of Prof. Bache in 1851 (123 years), scarce any changes have occurred; and such as have, have tended to make the inlet and harbor *better* instead of worse.

2. Wimble's survey shows the depth of *channel inside* of the bar to have been, in his day, very much the same that it now is; and the Coast Survey of 1851 states that "during the last thirty years there does not appear to have been any particular change, either in the shore line or shoals *within* the limits of the harbor. The causes and action of tide, &c., which first formed them, seem to continue them in their general position and extent."

3. The outside beach or "bank," protecting the harbor from the sea, is of an average width of about half a mile. "The sand-hills and ridges upon it (says the report on the Coast Survey) are from twenty to thirty-five or forty feet high, thus forming a good and sufficient shelter from both wind and sea, to all vessels anchored inside the banks; the holding ground is also good."

4. The harbor is very spacious, and the water deep enough; a little labor will make the land at Lenoxville, Beaufort, and Shepard's Point all immediately contiguous to any depth of water required.

5. There are certain natural causes likely to keep this inlet and harbor in their present condition. The experience of 123 years would seem to establish these causes as sufficient. They are as follows:

Wimble

I. The shore here runs east and west, fronting to the south. To the eastward of this inlet Cape Lookout projects some eight or ten miles southwardly into the sea, forming thereby a cove, in which this inlet is placed. It makes a natural break-water. The report of the officer intrusted with this part of the Coast Survey, represents Cape Lookout as a prominent cause why the inlet has hitherto been preserved, and will continue to keep open, with probably deeper water than any other harbor on the coast. It explains the operation of this cause from the fact that the cape affords a shelter, and occasions also an eddy current. "The influence of these currents upon the inlet, opening, as it does, to the south, and in the 'bite' of the cove immediately under it, is to *cut and carry away* the sands and shoals which storms may throw up, and deposit them at the point of the cape. At least, it is obvious that the influence which has formed Cape Lookout, and creates the deep water and bold shore of this cove, immediately south of it, will not allow any deposits to take place at a point where the eddy and counter-currents have their greatest effect; while the projection of the cape, and the shoals extending beyond it, prevent the action of the sea within this cove from being as great, or having the same effect, as upon a coast presenting an unprotected and nearly even outline to the action of storms and breakers, as is the case on the shores both above and below Cape Lookout and Cape Hatteras." This view is, we humbly think, sustained by the laws of physics; and the attentive reader will perceive that the effect of cutting and carrying away the sands in the cove, to deposit them at the point of the cape, is constantly to *increase* the extent of shelter and protection to the inlet which the cape already so signally affords. It perpetuates, therefore, the inlet.

II. Another natural cause for the excellence of this inlet and harbor arises from the fact that the harbor is in effect nothing more than a bay or basin formed by *the sea alone*. No fresh water rivers from the interior feed it, and bring down a deposit to meet the tidal influx from the sea, and thus contribute to fill up the harbor, or create a bar. The report of the Coast Survey thus speaks:—"The current through the inlet

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is wholly a tidal one, and the back waters of 'Bogue' and 'Core' sounds, and from 'Newport' and 'North' rivers, accumulate no more on the flood tide than escapes on the ebb; they are also of such extent, and so located, as to be materially affected by the tide, being filled and emptied by the flood and ebb; and there are no fresh water feeders to either of the rivers, sufficient to at all affect their currents." In fact, what are called "Newport" and "North" rivers will be seen, on an inspection of the map, to be nothing more than an extension of the bay that makes in from the ocean. The report thus proceeds:—"There is thus a strong and continual tidal current through the inlet, and this current is not lost or overpowered by a heavy swell from the sea, deadening its effect, and throwing back the sand which it displaces, in shoals and bars; but it runs with the eddy current of the cove into which the inlet opens, and the same action and effect is continued that the current out of the inlet produces, all tending to preserve and deepen the channel."

The absence of any large body of water to the *westward* of this harbor and inlet, furnishes also a natural advantage which properly belongs to the consideration of this subject. If the reader will look upon the map of the State, and observe any of the inlets on the coast, opening from the large sounds, he will at once perceive the superior position of the inlet and harbor at Beaufort. Take Ocracoke for instance; *it is surrounded by water*. A wind from the *west* affects it as injuriously as any other. Such a wind operating on the large body of water *inside* may do quite as much injury as a storm from the ocean on the east. For what must be the effect of a heavy westwardly storm? The report of the Coast Survey answers. It "prevents the tide from flowing through the inlets from the ocean, while the water and surf from the sound heave up swashes and shoals on the inside." And this explains the perpetual changes of channel and shoals inside of the bar at Ocracoke. Now, suppose the storm to come on the east, from the sea, the effects are still worse; for, as the report says, "the waters of the sound are driven back, and shoals are thrown up and formed across the mouth of the inlet, without any counter influence to prevent or carry them away."

No wonder that with such facts existing, the report to Congress, of 1851, should thus speak:—"That the inlet and bar of Beaufort are probably the best on our whole eastern sea-coast, south of the Chesapeake Bay, is, I believe, a matter of fact, and needs no comment." This is expressed with caution. In the view of the present writer, more might safely have been said: in his opinion, it is *the best, except that of New York, on our whole Atlantic coast*; no exception is made of the harbors on the Chesapeake, because there is *water enough* at Beaufort, and it lies *immediately on the sea*. Thirty-five or forty minutes takes a ship in or out. According to the sailing directions on the chart of the coast surveyors, "it can be entered with the wind *from any point*, except between north and west;" and inside, "it affords shelter from all winds." As there is *water enough* for all purposes, these circumstances give it a decided advantage over Norfolk, for instance, which is situated many miles from the sea. *With water enough*, the nearer the sea, the better the harbor; because (says the Coast Survey) "there is no river or inland navigation to delay or require the towing of large vessels."

By placing a few lights and buoys (pointed out in the Coast Survey report of 1851), we are informed that "with such guides, a *stranger* could enter, by *day or night*, without fear."

On the whole then, we conclude that *with the exception of New York, North Carolina has, in Beaufort, the best harbor and inlet on our whole Atlantic coast*.

Inlet to the Cape Fear River.—When we reflect how nobly Wilmington has exerted herself, in the cause of internal improvement, we cannot but regret the serious drawback to her prosperity, that is found in the entrance from the sea into the Cape Fear River. The coast immediately west of Cape Fear, is somewhat like that at Beaufort in its position; that is, it runs east and west, but not for so large a distance as at Beaufort. The projection of the cape too, would seem to furnish a protection in the cove it forms, similar to that afforded by Cape Lookout, at Beaufort; but the inlet is not, as at Beaufort, into a mere bay, making in from the sea; but into the river Cape Fear, which, with its tributaries, almost crosses the entire State, and reaches nearly to the Virginia line. The

river itself has been one of the great natural causes that have contributed to produce the difficult and dangerous navigation at its entrance. A river of equal size emptying itself into the harbor of Beaufort, would soon begin to produce similar results.

The prosperity of Wilmington is a matter of moment to the State, and we therefore hope, that all the artificial means which science can suggest, may be successfully adopted to facilitate the ingress from the ocean into the Cape Fear River. The public spirit of the town has done very much, and we trust the General Government will freely aid in doing *all* that is possible. It is important to preserve the commercial prosperity of Wilmington. The State gets the whole benefit of it; for it keeps a large and profitable trade *within North Carolina*. We cannot, however, conceal from ourselves the fact that *a great deal must be done* to open, and keep open, the best approaches that can be made to the port of Wilmington. We cannot, indeed, make for her such facilities as nature has made for Beaufort; but we can keep for her all she now has, and try to get more. And Wilmington has fairly entitled herself to all that we can do for her. She first stepped forward boldly, and that too, when she was small in population, and limited in resources, to redeem the State from a depression which had driven away very many of her sons into other lands. Thus far, nearly all that has been done to this end, has been done by her, and we should, therefore, earnestly desire her increase and prosperity. No little spirit of local rivalry should induce either Wilmington, on the one hand, to desire a monopoly of all the trade and profits of the State; or the inhabitants of other localities, on the other, to withhold sympathy and aid in the noble struggle which she is making to overcome natural disadvantages. She grapples with them boldly, and, therefore, were there no other reason for it, deserves support from us all. But there is another reason: Wilmington and her railroads form a part of the very system of improvement which the present writer would humbly and respectfully suggest to his countrymen. Should the system be entirely carried out; nay, if Beaufort became a commercial city of many thousands; if all the railroads of the contemplated system were built; still would the necessity of

Wilmington but be the more apparent. Look on the map at the shape of the State. Her line of coast is nearly as long as her northern boundary line, separating her from Virginia, and quite as long as the line which divides her from South Carolina; while her remotest west converges to a point, with Tennessee north-west of her, and South Carolina on the south. No other Atlantic State but Florida, has such an extent of coast. Back of this coast she reaches in a straight line from the point of Cape Hatteras to the western side of Cherokee County, 450 miles; and possesses within her borders an almost incredible amount of mineral and other wealth, little known however beyond her limits.

He knows but little of the capacity of a railroad for transportation who imagines that *one* line from west to east will meet the demand for transportation of a country like this. He is equally ignorant who supposes that three hundred miles of coast does not need, in a country almost triangular, of which the coast is the base line, more than one commercial depot, if it be possible to obtain it. Again, the widest part of the State from north to south is precisely from Wilmington to Virginia. Railroads from the west may *cross* merely, in *two* lines, or even *three*, some of the counties which border on a line from Wilmington due north to Virginia; but what facilities do they afford those counties (extending over 180 miles) for transportation? The shape of our territory requires of us not merely to stretch our iron arms to our remotest west; but also to afford facilities to that broad range, in the east, that reaches from New Hanover to Northampton. Why should it be driven to the commercial towns of our northern neighbor, when we can furnish it with one at home? But we are anticipating: we return therefore to our subject of harbors to say, in conclusion, that as to inlets and harbors, Ocracoke, Beaufort, and Cape Fear, should alone occupy our attention. The first is available for small craft only, and gives ample reason to fear that natural causes will ever prevent its being much, if any, better than it is:—as to the second, it is as good as we could desire; or at least, so good that it offers facilities for carrying on commerce both foreign and domestic on a large scale, and in ships of large size:—and as to the third, while vessels of the largest size cannot

enter it, and probably never will, it still, we trust, may be improved, and can carry on a lucrative commercial business in smaller craft; and is very important to the State as one of her commercial towns.

RIVERS.

We shall speak first of those which find their outlets in the sounds and Atlantic.

An inspection of the map will show us in the north-east corner of the State a number of streams, short but broad, emptying into Albemarle Sound on its northern side. Of these Pasquotank and Chowan alone require our notice. Upon the first, in the county of Pasquotank, stands the flourishing town of Elizabeth City; and on the last, or near its junction with the Sound, is Edenton. Vessels come in at Ocracoke, and go up to both; but the navigation obviously is very tedious, not to say dangerous. The region north of these two towns is, however, very fertile, and its productions are much more apt to reach the sea by way of Norfolk and the Chesapeake, than by Ocracoke. The great Dismal Swamp Canal long ago made this part of the State somewhat tributary to Virginia.

The Roanoke entering Albemarle at its western extremity, is the next large river with which we meet in our progress southward. Between it and the Chowan, however, comes in a small stream, the Cashie, on which stands the town of Windsor in Bertie County. On the Lower Roanoke, Plymouth, Williamston, and Hamilton are the most important places. Vessels come to these, and boats can navigate the river for some distance above. The country on the Roanoke is in general fertile; but its products are for the most part, we believe, disposed of in Virginia. North Carolina does not derive from the north-eastern section of the State (unquestionably one of her most valuable for agricultural purposes) any thing at all equal to that which Virginia, by *artificial* means solely (the Dismal Swamp Canal), has drawn away from it.

Leaving the Roanoke, we come next upon the Tar, which, at its lower extremity, takes the name of Pamlico, and emp-

ties into Pamlico Sound. On the Pamlico stands, in the County of Beaufort, the flourishing town of Washington. This town, by means of plank roads, which centre at Greenville on the river, and are brought from the country above and around that place, commands a considerable trade, by means of the river, which is navigable as far as Greenville. An effort is in progress to make the stream navigable above from Greenville to Tarborough. It can undoubtedly be done, and when done, will add to the prosperity of Washington. She has, however, in common with all that part of the State, the waters of which communicate with the sea at Ocracoke, a barrier to her progress, which probably no human skill will ever entirely overcome. She will always want a good inlet there.

We next come to the Neuse, upon which at its junction with the Trent stands the town of New Berne. This town once carried on a considerable commerce with the West Indies, and was prosperous, though, of late years, it has declined. Its great obstacle to prosperity, even in its best days, was that which we have named in the case of Washington, *the bar at Ocracoke*. As to the Neuse, steamboats in certain states of the river can run up to Waynesborough in Wayne County, and indeed, even to Smithfield in Johnson, which is but twenty-eight miles from Raleigh. But at other times they cannot ascend as high as Waynesborough. Efforts, however, are in progress for so improving the river, that four feet of water can be had at all times up to Waynesborough. Of their success (if properly conducted) we have no doubt. A small canal, extending across the dividing line between Craven and Carteret Counties, and uniting the waters of the Neuse with those of Beaufort Harbor, by joining Clubfoot and Harlowe's Creeks, allows the passage of small boats from New Berne to Beaufort. The Trent River might also easily be made navigable for some distance above New Berne.

Next we come upon the Cape Fear, which makes its way to the ocean by its own inlet. On this river stands the very prosperous and growing town of Wilmington, which has no natural check in the way of its onward progress, but the obstructions at the mouth of the river. Of the Cape Fear itself

above Wilmington, we have to say that steamboats now ply on it up to Fayetteville, a very important place, and destined to become much more so, as the centre of a large inland trade, and a depot from which will be distributed the products of the State, to every point on the sea-board that has an available inlet from the ocean.

Above Fayetteville, the river is at certain times navigable for barges and flat-boats, and it is to be desired that it might, if possible, be made so at all times. These are the principal water courses to be mentioned, as reaching the sea on the coast of North Carolina.

Of the Yadkin and Catawba, we will not, at present, speak; not because they are unimportant, but because we wish now to consider the more immediately available natural advantages which will benefit North Carolina particularly. These two rivers reach the sea in South Carolina.

There is an inland stream, a tributary to the Cape Fear, which remains to be noticed. This is the Deep River, the important part of which is chiefly in Chatham County. It is important because it passes there through a region made exceedingly valuable by extensive fields of coal of the very first quality. A large amount of money has been expended in the improvement of the Deep River, and the works are rapidly approaching completion. The enterprise deserves to be crowned with success, and the present writer has no doubt it will be. It will be of great importance to Fayetteville and Wilmington.

RAILROADS.

From what has been already said, it will be seen that Beaufort and Wilmington are the two prominent points on or near the sea where the chief commerce of the State must centre. As to the first, it has no connection with the rich interior west of it, though possessed of one of the finest harbors on our Atlantic coast; and as to the last, nature gave it nothing but the precarious advantage of a river, not passing through a very fertile country, and not always affording the means of transit from any great distance. Wilmington tried the ex-

periment of becoming prosperous and wealthy by using the simple means which nature had provided, and the experiment proved a failure. She saw that she must find some other mode of connecting herself with the rich country of which she was a part. That the connection would be mutually advantageous, giving to the one a market, and to the other the materials wherewith to build up a prosperous commerce, was obvious enough.

True, Wilmington was small and poor, but she looked with a wise and provident forethought to the future; and with a brave heart she went forward, content to endure, if necessary, present privations for the sake of certain, though it might be, slow coming prospective benefits. *She resolved to build a railroad.* And, struggling on through almost insurmountable difficulties, she at last accomplished it; and made herself thereby the largest and most prosperous town in the State. These things are mentioned to her honor, and for the encouragement of us all, for there is more work yet to be done in the State.

The Wilmington and Raleigh Railroad, as it is called, runs in a line almost due north and south across the State from Wilmington to Weldon, passing at the distance of about half its length, the thriving town of Goldsborough in Wayne County, which owes its existence to the railroad. It traverses from south to north the counties of New Hanover, Duplin, Wayne, the south-west corner of Edgecombe, Nash and Halifax. If a distance of five and twenty miles be taken on each side of the road (thus making a belt fifty miles in width across the broadest part of the State, and about 140 miles long), we shall find that on the left or western side of the road, we include parts of Brunswick, Bladen, nearly all of Sampson and Johnson, with parts of Franklin and Warren; and on the eastern side, a small portion of Onslow and Jones, nearly all of Lenoir and Greene, part of Pitt, and nearly the whole of Northampton. Suppose we concede that Johnson, Wayne, Greene, Lenoir and Jones would, by means of the rivers Neuse and Trent, find a market at Newbern; there still remains a large and productive region to find an outlet for its surplus productions by this road to Wilmington. And should

it even be urged that Northampton, Halifax, Warren, and Franklin will most readily find their market in the towns of Virginia (a point by no means conceded); there is yet left a large portion of country to which the readiest outlet for its productions is furnished by this road. Add to this that it is on the great line of travel from north to south, and its importance to the State is at once apparent. Beside, as we have already intimated, the shape of the State is such as to require, for the full benefit to herself of all her advantages, *two* or more great lines, one running longitudinally, and one transversely, and crossing each other somewhere in the line of the broadest part of the State. Wilmington has built one of the transverse lines, and is emphatically a North Carolina road; for all it gathers or can gather, whether of produce or passengers, passes through one of the commercial towns of the State, and *can go nowhere else*. But, let us see what *facts* demonstrate. A very good test of the value of the road, not to Wilmington only, but also to North Carolina, may be gathered from the aggregate amount of the commercial operations of Wilmington in one year. It is fair to conclude that the road contributed its share at least to produce the result.

From an exact statement of her exports for the year 1853, they would appear to be as follows:—

*Exports from the Port of Wilmington for the year ending 31st
December, 1853.*

COMPILED FROM THE WEEKLY REPORTS OF THE DAILY JOURNAL.

	Coastwise.	Foreign.
Spirits Turpentine, bbls.,	113,817	1,457
Turpentine, Crude, bbls.,	51,828	21,454
Rosin, bbls.,	369,770	10,689
Tar, bbls.,	21,609	4,521
Pitch, bbls.,	5,919	1,904
Pine, or Rosin Oil, bbls.,	463	20
Timber, P. P., feet,	1,030,444	85,144
Lumber, P. P., feet,	25,646,792	12,511,158
Pea Nuts, or Ground Peas, bushel,	69,624	87
Paper, news, bundles,	2,120	
Corn, bushels,	1,709	1,250
Flour, bbls.,	1,349	86

	Coastwise.	Foreign.
Wheat, bushels,	302	
Cotton, bales,	7,515	
Do. Sheeting, bales,	2,320	
Do. Yarns, "	2,581	
Do. Warp, "	122	
Do. Waste, "	317	
Wool, bales,	182	
Shooks, hhds.,		200
Varnish, bbls.,		23
Treenails,		5,500
Laths,		13,500
Staves, M.		154,782
Rice, casks,	1,724	252
Do. Rough, bushels,	102,917	

MISCELLANEOUS—COASTWISE.

Dried Fruits, 67 hhds., 972 bbls., 159 boxes, 181 bags.	" 8 hhds., 3 tierces, 12 bbls."
Fur, 10 boxes, 1 hhd. 2 bales.	Varnish, bbls., 6.
Hides, 711, and 236 bundles.	Molasses, hhds., 85.
Sheep-skins, bundles, 43.	Brandy, bbls., 12; pipes, 5½.
Rags, bales, 72.	Eggs, bbls., 2.
Tobacco, hhds. 7; boxes, 286.	Coal, bbls., 12.
Leather, sides, 154; bundles, 55.	Tallow, bbls., 9.
Feathers, bags, 6.	Old Copper, 7 hhds., 1 box.
Wax, hhds., 20; casks, 7; bags, 17; bbls., 75; boxes, 33.	Reeds, bundles, 173.
Bacon, hhds., 6.	Batts, bales, 15.
Copper ore, bbls., 1,216; boxes, 36	Mdze., 347 boxes, 2 bales, 21 bbls., 10 hhds.
Pipes, 21 boxes, 3 casks, 4 bbls.	Wood, pine, cords, 20.
Sugar, hhds., 7; boxes, 491.	Nails, kegs, 37.
Old Iron, tons, 993.	Tea, chests, 1.
	Fish, bbls., 64.

The value of her Spirits of Turpentine, Rosin, Lumber and Timber thus exported, amounted to nearly four millions of dollars, and her whole exports probably exceeded in value six millions. This Railroad has just declared a semi-annual dividend of 8 per cent.

But Wilmington has done yet more in the construction of *The Manchester Railroad*. This runs from Wilmington south-westwardly to Manchester in South Carolina. By means of this road, Wilmington is able to afford to the traveller going South, a continuous line of travel by the rail to Charleston.

This road has but just commenced operations, and it is not possible to say what its entire effect may be. It now affords, though by a circuitous route, a communication with Charlotte in Mecklenburg County; in our own State. The distance, however, by this way, is not much less than twice what it would be, were there a direct line from Charlotte to Fayetteville, and another from Fayetteville to Wilmington.

The Raleigh and Gaston Railroad.—This road, though in North Carolina, promotes her true interest, we apprehend, but little. Its tendency is to divert to Petersburg and Norfolk in Virginia what might have better found a sea-port in our own State. Proceeding from Raleigh, it strikes the Petersburg road at Hicksford in Virginia, just north of our northern boundary; and by means of a short cross-road from Gaston to Weldon, unites itself also to the Sea-board and Roanoke Railroad, which runs to Portsmouth, opposite Norfolk. No wonder that the gentlemen of Norfolk were so willing to commemorate with enthusiasm, and a spirit of fraternization, (somewhat, it must be confessed, of modern birth,) the completion of this little road from Gaston to Weldon, which was to let them, as they fondly hoped, into the very heart of the rich mineral region of North Carolina. There is, however, one particular connected with railroads so obvious, that it seems strange it should have been, in this case, overlooked. Of two roads from the interior, terminating at shipping ports, *the shortest is the best, and will ultimately take the produce designed for exportation.* Now Norfolk is by an air-line, and by railroad also, *more distant* from Raleigh than either Wilmington or Beaufort. The only circumstance that can affect the advantage that a shorter line possesses, is its termination at a harbor very difficult of ingress and egress, or of too little depth of water for large vessels. As to Wilmington, we may concede that it is inferior to Norfolk in its capacities as a harbor; still it can, and does, carry on a large trade by sea, and employs, at this moment, an amount of tonnage greater, in proportion to its mercantile capital, than that of Norfolk; and as to Beaufort, it is actually *superior* to Norfolk as a harbor. The rule we have stated will therefore apply; and just as surely as that business men study their interest, just so sure is

it that, as matters of trade assume that position to which they are ultimately brought by laws which no art of man can alter or repeal, the produce which comes from the West to Raleigh will find its way, except perhaps in some peculiar cases, to Wilmington and Beaufort for shipment. To the first place it can now go by the road from Raleigh to Goldsborough, and from thence the Wilmington and Raleigh road proceeds to Wilmington. The distance is not only less, as we have said, than to Norfolk, but there is no turning off at almost a right angle, as at Gaston, and again at Weldon, but all proceeds in an uninterrupted line. And as to Beaufort, it may proceed from Raleigh to Goldsborough, and thence even by Newbern to Beaufort in less time than it can to Norfolk; and find there a harbor from which, in forty minutes, a ship drawing twenty feet, can take it to sea. Even if Beaufort were (as it is not) more distant from Raleigh than Norfolk, this superior advantage of speedy transmission to sea, would form an exception to the general rule we have stated, and draw the produce to Beaufort. At either Wilmington or Beaufort, North Carolina derives the entire benefit from her own productions.

The North Carolina Central Road, as it is termed, extends from Goldsborough to Raleigh, thence to Hillsborough in Orange County, Greensborough in Guilford, Lexington in Davidson, Salisbury in Rowan, and terminates at Charlotte in Mecklenburg. An inspection of the map will show that it forms almost a semi-circle; and may suggest that it is somewhat of a misnomer to call it a "central" road, except on the ground that it describes a large segment of a circle in the central part of the State. It does not run through its centre on a line from east to west. Of this road, the part between Goldsborough and Raleigh is finished, and a large portion of that west of Raleigh—the precise amount we do not know. It may however be said, we believe, that this road is nearly ready for use.

At Charlotte there comes in from the South, the South Carolina and Charlotte road, which opens this country to *Charleston*. Our southern neighbor therefore performs for us the same kind office on the south, that Virginia does on the north.

These we believe are all the roads that are actually made,

though others are in progress, and some in contemplation. We will first speak of those in progress.

1. We believe the surveys are now in progress for a direct road from Fayetteville to the coal-fields in Chatham County on the Deep River. This is called the Western road.

2. The surveys have been made, and the books are about to be opened for subscriptions to a road from Goldsborough to New Berne, and from the latter place to Beaufort. This is called the North Carolina and Atlantic road.

3. A road, we believe, is also in progress from some point on the Roanoke, near our northern boundary, which is to join those that now drain us for the benefit of Virginia. This is called the Roanoke Valley Road.

There may be others, of which we have not heard, but these we think are the principal ones in progress.

PROJECTED ROADS.

1. From Fayetteville to Whitesville in Columbus County, where it will intersect the road from Wilmington to Manchester. The value or necessity of this, we confess, is not very apparent to us. There are other roads, we think, far more important to Fayetteville, and on which she may more judiciously expend her means, as we will endeavor to show presently.

2. From Salisbury through Lincolnton to Ashville. An extension of the "central" road from Salisbury westward is indispensable. A slight modification of this road, however, as it seems to us, might advantageously be made, without injury to Salisbury, and with benefit to other places; and with such modification would constitute a part of what we deem a judicious system. We shall presently indicate the slight change to which we allude.

3. From Ashville to Newport in Tennessee. This brings us in communication with Knoxville; and such communication is desirable. We are not sure that it is not in progress.

4. A road has also been asked for by Virginia from Greensborough in Guilford, north-eastwardly through Danville and Halifax to Petersburg and Richmond in Virginia. The policy

which would construct this seems little short of suicidal. We have already, needlessly and disadvantageously, as we think, opened facilities for Norfolk; and as if this were not enough, our northern neighbor is to be permitted to reach us *further west* than Raleigh, thus, as it were, opening another vein by which to bleed us to death. We diminish the value of the road between Greensborough and Raleigh, between Raleigh and Goldsborough, and utterly ignore the existence of Wilmington and Beaufort, rendering the roads to them of much less value.

We know not at present of any other roads seriously projected, and we presume there are not many others of moment; though doubtless a great many are talked of, and this may unfortunately tend to produce a railroad mania which would dissipate instead of concentrating our strength on improvements of which every part of the State would more or less feel the benefit. It is in the humble hope of contributing in part to prevent such an evil, that these pages are written.

We come now to ask secondly, what does North Carolina require?

In presenting the outlines of such a plan of general improvement as has commended itself to our mind, we would, with all humility, repeat that we are far from thinking it admits of no improvement. Nay, the writer submits it in the hope that it *will* be improved by some of the wise, practical men among his countrymen. What he chiefly desires is that we should act on some clearly defined general plan, and not waste time and money on that which is visionary merely. He offers here an outline; it may be rude and imperfect; still a beginning is made, and there is something furnished to be improved. A foundation for systematic action is thus afforded. To him it will prove a source, not of mortification, but of rejoicing, to find that his countrymen have substituted for some parts of his plan, far better features.

In his reflections on the subject, he has endeavored to keep certain rules in view, as not to be violated without the most imperative necessity. These are:—

1. *As far as possible, to make our own sea-ports the shipping ports for our own productions.*

2. *As far as possible, not to lose the benefit of one foot of railroad that has already been made, but to incorporate it into the general plan.*

3. *As far as possible, to devise such a plan as will conduce to the growth and prosperity of existing towns in the State; and especially ALL the larger ones.*

4. *As far as possible, to afford every facility for travel and trade to the inhabitants of every part of the State.*

In some instance he may have been forced to lose sight in some small degree of these governing principles. Our State is so large that it could hardly be avoided; but not having any pecuniary interest involved, to warp his judgment, his effort has been to look at the WHOLE STATE as an unit.

And now the reader is requested to cast his eyes on the outline map of the State, which accompanies this pamphlet. And let him not be startled by the seemingly intricate and extensive network of railroad lines there delineated; some of them are illustrative merely; and even of such as represent desirable roads that ought to be constructed, it must be remembered that it is by no means necessary to build them *all at once*. The system, whenever one is adopted, may and must be carried out, by degrees.

And first let it be noted what roads are actually built, and what purposes they serve.

Of that from Wilmington, north across the State, we have already spoken. It is a North Carolina road, and valuable; but to one part of the State only, save as we all have a general interest in building up one of our own sea-ports, which this road contributes to do. But it does not open to the harbors of the State two-thirds of its territory, as rich, we believe, in mineral wealth as any equal extent of country belonging to the United States. Now the rapid increase in the prosperity of Wilmington, produced by even the partial development of our resources within the limited reach of her road, is a most encouraging stimulus to go on. If but a little yields so rich a return, what would be the result if we should extend the area of our operations?

The road from Wilmington to Manchester, too, is a good work; for its North Carolina terminus is *within our own terri-*

tories, and at one of our own sea-ports. This produces a result far different to us from that which will follow on the construction of a railroad from South Carolina *across our State*. No such road should be permitted; for its effect will be to draw off our produce to a foreign sea-port, no nearer than, and not so good as one of our own, to the injury of ourselves, and to the accommodation of no one but such of our people as live contiguous to the road, and whom, by a little exertion, we could *better accommodate* ourselves. And this, by the way, invites our attention to the recent jubilation of the South Carolina papers, upon the announcement in the official report of the President of the North Eastern Railroad Company of South Carolina, that the continuation of their road to Raleigh, via the coal fields of Chatham, is considered indispensable. One editor declares that this measure has been his hobby for eighteen or twenty years: and he promises to show from "official statistics" [they must be North Carolina statistics of course], "the importance of the region of country which will find an outlet to the sea-board [by which *Charleston* is meant] over this road. To say nothing of the coal, we venture the assertion now that there is no road south, of the same length, which can command an equal amount of freight. Steps ~~should~~ at once be taken to secure a charter from the Legislature of both States, at the coming session."

Verily this is treating us somewhat unceremoniously. This writer seems to suppose that he has upon his hands "a very sick man," and may as well begin, before he is quite dead, to appropriate what little plunder he can. It never seems to have occurred to him that possibly he may take "steps," and yet make no progress with the Legislature of North Carolina. Our assent is taken for granted. We hope no such assent will ever be given.

And yet, we are grateful for the paragraph, notwithstanding the contempt implied in it. It affords us a very obvious and useful lesson, which is this—if South Carolina is so exceedingly solicitous to connect our coal region with *her* sea-port, it must be because she has had the wit to find out that it will pay; and so it will; and we doubt not that, sooner than to be without the road, South Carolina (would we permit) would

gladly construct the whole of it at her expense. But if it will thus benefit South Carolina to make a road, why will it not equally benefit *us* to make one? Why not ourselves give that "important region of country," as the South Carolinian very properly terms it, "an outlet to the sea;" why not secure for our own people that large "amount of freight" which is to make this road, carried into Charleston, more profitable than any "road south of the same length?" We are willing to love our neighbor as ourselves, but are not required to love him *better* than ourselves. Let us look at a few facts:

1. A road from Charleston through Cheraw, Fayetteville, and the coal fields of Chatham, to Raleigh, will be more than 300 miles long.

2. A road from the coal fields to Fayetteville, and thence by river or railroad to Wilmington, would not be one half of that distance in length.

3. A road from the coal fields through Goldsborough, joining there the already existing road to Wilmington, would make about 120 miles to Wilmington.

4. A road to Goldsborough, and thence, even around by way of New Berne, to Beaufort, would be about 150 miles.

5. A road to Fayetteville, and thence direct through Sampson, Duplin and Onslow, to Beaufort, would not far exceed 160 miles.

The coal is, therefore, much nearer our own sea-ports than it is to Charleston. But further still:

1. If the coal goes to Charleston, it is just so much needlessly abstracted from Beaufort and Wilmington, and tends to build up the South Carolina city at their expense: for, sent to South Carolina, all it would yield to us, would be the price of the article delivered at the mine, and freight upon it to the borders of our own State.

2. Kept within the State, the whole freight is kept among our own people, as is also the price at the mine, and the labor expended upon it at our own sea-ports. Add to this that it affords freight thence for our own vessels, and that vessels from abroad must come to our own sea-ports for it, and thus increase their commerce, and the general prosperity; and it is perfectly plain that North Carolina has no conceivable interest in

assisting to open this railroad communication between her coal mines and Charleston.

South Carolina has already a great benefit at our expense, in being able to come through Charlotte, Salisbury and Lexington to Greensborough; she thus crosses more than half the State, and carries all she gets to Charleston. Let the road be extended north from Greensborough across the Dan into Virginia, and our Southern sister has accomplished, at no cost to herself, her darling object, for which our State receives and can receive no possible equivalent. The truth is, that the resources of South Carolina within herself are comparatively small, while ours are very large. She therefore pursues the policy (right enough for her) of reaching by her roads western North Carolina and Tennessee. Our policy is not hers, our interests are different. We are not called on to build up *South*, but *North Carolina*.

We therefore earnestly hope that this North-eastern road from Cheraw, through Fayetteville and Chatham, to Raleigh, will *never* be chartered by North Carolina. Such a road, it will be seen, sends South Carolina across the State, and would affect the interests of the Wilmington and Raleigh Road. We have, however, no disposition to be selfish to such a degree as would prevent Charleston from obtaining our coal, provided it be by a mode which can be made consistent with a general system formed for promoting our own interests. By the plan which South Carolina proposes, from Cheraw to Fayetteville, she *intercepts the coal on its passage to our own sea-ports*. To this, we object. Now, our system, as will be seen presently, contemplates a road from the coal fields to Salisbury, and Charleston can communicate with Salisbury, through Charlotte. She can thus supply herself without *coming between the coal region and our own sea-coast*. Let the road which supplies her be *west* of the coal mines, and she gets all she wants, without injury to us.

As to the road from Raleigh to Gaston, affording direct communication with Norfolk, Petersburg and Richmond, it may afford convenience to a small section of our country, but does not conduce to the general prosperity of the State. Its tendency is the reverse. When produce from the West

reaches Raleigh, it may turn off to Virginia for a market, instead of pursuing its course southwardly or south-eastwardly, to one of our own harbors. We possess, however, as we have said, one advantage; our own seaports are nearest to Raleigh; and this may, and probably will, obviate a part of the apprehended evil: our reflections would be more pleasant, *if we had not made the evil by our own deliberate act.*

The whole length of our roads at present actually constructed and in use, is about 314 miles. If to them we add the "Central" and Roanoke Valley roads, which are nearly ready for use, we shall have a total of 539 miles of railroad in the State.

Leaving now the railroads already completed, we would divide the residue delineated on the map, into five distinct classes, and ask attention to each. When completed, they would form an entire system, of which we will speak hereafter. We divide them now into classes, for various reasons.

1. Their magnitude and extent would necessarily cause their construction to be a work of time, and our classification indicates their relative importance, and the order in which they might be undertaken. All this, of course, is subject to any modification desired.

2. A classification enables us so to proceed in their construction, that all we build will *at once* be productive, and contribute to the wealth of the country, and thus aid in affording means for further constructions.

3. Each portion of the State will at once perceive in what work it has a local interest; and how by promoting that, it at the same time advances the general prosperity of the whole State, and does itself no injury.

FIRST DIVISION.

It is very obvious that our *most available* mineral wealth should as speedily as possible be brought to market. If we have any mineral for which the demand is constant, and from the sale of which the return is speedy and sure, we should make our *first* efforts in providing facilities for the transportation of that article. Now we happen to have such a mineral. Our coal-

fields in Chatham are worth millions of dollars. We have there bituminous, cannel, and anthracite coal of the very first quality. Our bituminous coal particularly has been tested, and is found to yield fifty per cent. more gas than any other yet used in the northern gas-works; while it possesses the invaluable quality of not being liable to spontaneous combustion, and is therefore peculiarly fitted for sea-steamers.

Our beds, now opened, lie on the Deep River, a tributary to the Cape Fear. Hence the great and commendable efforts that have been made to improve the navigation of the Deep River. Supposing it to be navigable (as we have every reason to think it soon will be), the coal can find its way by water to Wilmington. But this furnishes but a partial and insufficient outlet, which, in very dry seasons, might fail us for a time altogether. If (as is probable) large manufacturing towns should spring up in the coal region; and if the general government should there establish extensive works, in a foundry and armory (and no better place can be found in the United States for such a purpose), it is very plain that we must increase the facilities for the communication of Chatham county with the sea.

Let us now inquire, what have we done to this end? A road is chartered, and will be built from Beaufort, by New Berne and Kinston to Goldsborough. This brings Beaufort nearer the mines of coal. What more should we do? *Extend this road from Goldsborough to the coal-fields.* We put this down then as the *first* work we ought to perform. But there is another almost if not quite as important; that is to make a *rail-road from Fayetteville to the coal-fields*; and for this surveys are making. Suppose the road from Goldsborough by New Berne to Beaufort to be done, let us look at the effect of the two roads to the coal-fields, from Goldsborough and Fayetteville respectively. We have the two commercial towns of Beaufort and Wilmington. What will be the facilities for reaching each?

Wilmington will have *two* modes by which the coal may come to her; nay, we may say *three*, viz. :

1. By the waters of the Deep and Cape Fear rivers.
2. By road to Fayetteville, and thence by the river.

3. By road to Goldsborough, and thence by the Wilmington and Raleigh road to Wilmington.

To these, our system contemplates presently the addition of a *fourth*, better than either. But for the present these will suffice. That Wilmington will ultimately make for herself the fourth, hardly admits of a doubt among those who know her public spirit. Beaufort will have *one* mode, entirely by rail, which, for the present, will probably be sufficient, and at any rate is *indispensable*. But the system contemplates the introduction of another; and it is one of the most important works calling for immediate performance. This is a road from Beaufort direct to Fayetteville, through the counties of Onslow, Duplin and Sampson. It belongs to the first division of our classification. With this road constructed, Beaufort would have two modes of reaching Chatham, and our coal-fields would have all the communication desirable with both our sea-ports.

The first works to be built, therefore, we respectfully submit, are these:

1. Let the road from Beaufort through New Berne to Goldsborough be pushed on to completion without delay.
2. Extend the road from Goldsborough to the coal-fields.
3. Build the road from Beaufort to Fayetteville.
4. Let the contemplated road from Fayetteville to the coal mines be built as soon as possible.

And here it may be well to remark that we begin on the *East*, because it is desirable to begin *on the coast*, and build westwardly, for the reason, that just as fast as the road proceeds, it affords a market to the country through which it is built, and thus from its very commencement begins to be of some use, and to yield some return. Supposing the roads from Beaufort to Goldsborough, and from Fayetteville to the coal-fields, to be provided for by the measures already in progress—the number of miles remaining would be: from Goldsborough to the coal-fields about seventy miles, and from Beaufort to Fayetteville about 125 miles.

Having thus provided an outlet for our most available mineral, and therein consulted the interests of both the sea-ports we would build up, we proceed to the

SECOND DIVISION.

The speediest possible communication in a direct line with our own West is an object of great importance. The "central" road (as it is called) from Goldsborough in a semi-circle around to Charlotte, however valuable as part of our proposed system, does *not* accomplish this desirable end, and never can; there is too much of the State lying south of the greater part of it, and instead of carrying us west, it takes us south at one end, into South Carolina; and at the other, or on the way to it, into Virginia. But the object is to reach the remotest West as soon as we can. We have proceeded as far as Fayetteville on one line, and to the coal-fields on the other; from which of these points shall we first start in going westward? We answer, that to us it seems best to start from the coal-fields, for these reasons:

1. It is more westward than Fayetteville, and thus something is saved in distance.

2. It passes more through the centre of the State. A more southern line is also needed, as we will presently endeavor to show; but it would perhaps be premature at this stage of our progress to build it.

3. The immense iron region west of Chatham needs a ready communication with the coal mines.

We would therefore in this second division construct—

1. A road from the coal mines to Salisbury.
2. A road from Salisbury to Selby, Cleaveland County.
3. From Selby through Rutherfordton to Ashville.

It will thus be seen that we have now opened Ashville with the intervening country to both Wilmington and Beaufort. This road will be from the coal mines to Ashville about 200 miles long.

THIRD DIVISION.

We are now prepared to extend ourselves westward from Ashville; and this we would propose to do in *two* directions. We will speak of them in order:

1. To the north-west to Newport in Tennessee, thus connecting our sea-shore with Knoxville, and the adjacent country. This we think is in progress. Knoxville has already called for this.

2. To the west through Haywood, Jackson, Macon and Cherokee counties to Chatanooga. This is a most important link for a reason which we will proceed to explain. The works in progress from Chatanooga to Memphis will soon be completed. If we make this link we connect the Mississippi with the harbors of our own State. But there is another advantage in this connection with Chatanooga far greater still. *We shall have completed railroad communication from our own ports nearly half way to the Pacific.* While others are talking about it, we shall have done nearly one half of it on the *shortest line* (almost straight) that can be taken, and in a region where no severity of winter will obstruct it. From Memphis westward a road is in progress across Arkansas, and the report of the engineers who accompanied General Kearny in his march from Memphis to the shores of the Pacific, shows that the continuation of this road is perfectly feasible to the western ocean. Indeed, the present writer heard from General Kearny himself, that there were no difficulties in the way he travelled over, greater than had already been overcome on some of the roads already constructed in the eastern part of the United States. Let the reader cast his eye on Johnson's outline map of that portion of the continent over which railroads have been projected from the Atlantic to the Pacific, and he will see.*

1. That our own State furnishes the nearest point on the Atlantic coast, at a good harbor (Beaufort), and by the nearest approach to a straight line:

2. That the road is *nearly half built* when the connection is complete between Beaufort and the western boundary of Arkansas.

3. That if we connect ourselves promptly with Chatanooga we shall be in advance of all other roads to the Pacific from our eastern shores.

* This map, on a reduced scale, will be found on the map of the State annexed to this pamphlet.

But there is yet another work in this third division. We return to the east and take another point from which to travel west. We now go back to Fayetteville and commence a road through Rockingham in Richmond County, Wadesboro' in Anson, and Charlotte in Mecklenburg, to Selby in Cleaveland, where we shall join the road to Ashville, already named in the second division.

But it may be asked, why build *two* roads to the west? We answer:

- * 1. Because both will be wanted for our western trade. *One* road will not accommodate it.
2. Because without this southern line, a large region of country through which it passes will be unaccommodated with any means of trade and travel, while all the rest of the State will be supplied.
3. Because it is a link in the almost straight road from the Atlantic to the Pacific; and that road must obviously be made *as short as possible*.

But it has been objected to this road that, running so near our southern boundary, the trade upon it will be diverted to Charleston: that there is but one tier of counties between it and the South Carolina line. Imaginary lines of boundary or tiers of counties cannot, it is believed, settle a question of this sort. A railroad is used or not, according as it will or will not serve the convenience or advantage of individuals. It is very obvious that if South Carolina is allowed to tap us nowhere else but where she now does, at Charlotte, our produce can seek Charleston from no other point in the road but Charlotte. But why should it seek it from there, when Wilmington is much nearer, and will be accessible by an equally good road; and Beaufort is as near, over a road equally good, and with a far better harbor than that at Charleston? We therefore think the apprehended evil will not exist.

The work in this division therefore will be as follows, viz.:

1. Ashville to Newport. In progress it is believed.
2. Ashville to Chatanooga.
3. Fayetteville to Charlotte and Selby.

These roads combined will be about 300 miles long.

FOURTH DIVISION.

Virginia having no less than three drains upon North Carolina, it will not be iniquitous should North Carolina in return, establish one at least on her. She has the power to do so. A glance at the map of the State will show, at no great distance from its north-west corner, the town of Abingdon in Virginia; and the region of country in which it is placed is, agriculturally, very important. The map will further show that the point on the sea shore, nearest to Abingdon, is our Wilmington, and the next nearest, our Beaufort. We therefore propose a road from Salisbury to Abingdon. We shall then have three lines, entering our State over its western boundary, one at each extremity, and one in the middle of it. These will open to us Eastern Tennessee and Western Virginia.

In this division we include two other lines: one from New Berne, through Trenton in Jones County, to Kenansville in Duplin, where it will join the great western road that passes through Fayetteville: the other, from Wilmington direct to Fayetteville. This last makes Wilmington independent of the river, should it at any time be too low for navigation; and shortens materially the communication of Wilmington with the west. This road is so important to Wilmington, that *it must at some time be built*; and when constructed, that town will possess in it, and the two roads she has already built, all the railroad facilities which are either desirable or permitted by her local situation.

This division, therefore, includes the construction of three roads, one at the west, and two at the east, as follows, viz.:

1. A road from Salisbury to Abingdon, Virginia.
2. A road from New Berne, through Trenton, to Kenansville, Duplin.
3. A road from Wilmington to Fayetteville.

The united length of these roads will not exceed 240 miles.

We have now done with our proposed works *at the west*; and all we have suggested thus far, amounts to 935 miles of

railroad. Let it be called 1,000 in round numbers; we shall have a word to say of this amount of construction hereafter.

We now turn to the east, to consider the

FIFTH DIVISION.

This is to accommodate the fertile region of the north-eastern part of the State. The Counties of Bertie, Chowan, Perquimans, Pasquotank, Camden and Currituck, all lie on the north side of the waters of Albemarle Sound. Washington and Tyrrell are on the south side. Hyde is on the north side of Pamlico, and Carteret at its southern extremity. All these counties are accessible by water from the harbor of Beaufort; and a regular trade might be advantageously kept up by a line of screw-propellers, constructed for the navigation, and plying between Beaufort and the following points: Washington, at the head of Pamlico River, the coasts of Hyde and Tyrrell, Elizabeth City; Edenton, Plymouth and Windsor. And it is not to be doubted that the regularity of transmission by such vessels as we have named, would bring a large and profitable trade to Beaufort, even from the counties north of Albemarle Sound. At present much of the trade of the region of country we have named, finds its way slowly, and not always safely, through Albemarle and the great Dismal Swamp Canal, to Norfolk. We think very much of it would more rapidly and securely find its way to Beaufort, were a proper and regular line of steamers established expressly for that trade.

Norfolk wishes to make a railroad to Edenton. This would be a *fourth* drain granted to Virginia; and, with those she already has, would give her about *one third* of the products of the State. It is to be hoped North Carolina will commit no such suicidal act of folly as is asked of her. Virginia has already had enough, and more than enough, from us.

But notwithstanding these advantages of water communication that have been mentioned; to complete a North Carolina *system* of internal improvement, designed as it should be to promote the benefit of her own citizens throughout the *whole* State, a line of railroad (fortunately not very long, and

over a level country), should be constructed, that would give to all our north-eastern section advantages of trade and travel such as will make them independent under all circumstances.

The towns of Washington, Plymouth, Windsor, Edenton and Elizabeth City, all have some trade, and are too important to be overlooked. The first named, especially, is a very flourishing and growing town, and its interests should be protected. These towns now are all confined to the inlet at Ocracoke; and after entering the sound, the voyage to any of them, with the single exception of Washington, is long, tedious, and not always safe. Give them, then, by every means possible, the benefit of the harbor and inlet of Beaufort. Let a railroad be constructed from New Berne to Washington, thence to Plymouth, thence to Windsor. From this place let it proceed northwardly into Hertford County and cross into Gates, at the first point where it could do so, above the broad part of the Chowan River; thence let it run in a direct line to Elizabeth City. Then, by bringing a road from Edenton, northwardly, on the east side of the Chowan, to strike this road to Elizabeth City, at the nearest possible point of contact, you link all these towns together, and connect them by rail with the harbor and inlet of Beaufort. This division, therefore, will include

1. A road from New Berne to Washington.
2. A road from Washington to Plymouth.
3. A road from Plymouth to Windsor.
4. A road from Windsor to the narrow part of Chowan River.
5. A road from the upper part of Chowan to Elizabeth City.
6. A road from Edenton to strike the Elizabeth City road.

The united length of all these is not more than 160 miles.

If these be added to the 1,000 miles of construction on the roads in the other divisions, we have an aggregate of but 1160 miles of railroad to be built, which, when built, will, in connection with our already existing roads, give North Carolina a more perfect system of railroad improvement than is now possessed by any State in the Union. For, as an inspection of the map will show, we shall have *three* roads reaching from the east far away to the west, and *four* crossing the State at

different points from north to south; all tending to build up our own sea-ports of Wilmington and Beaufort; so arranged as to advance the interests of the majority of our existing towns; and affording the means of trade and travel to every part of the State.

And here, before we proceed to consider certain important practical questions, allow a repetition of the remark previously made, that valuable changes and improvements may most probably be made in some of the *minor* details of the system, as it stands presented to the eye on the map. The *time* of constructing particular roads may also be adapted to the convenience of the builders. But it is *a system*, and as such is offered by the writer to his countrymen, as embodying the *great features* we should keep in view. To the superior judgment and better information of those living on the several localities, is committed the matter of slight necessary alterations, or even of important ones, ever keeping in view these three governing principles, viz.:

1. *To build up our own sea-ports, Wilmington and Beaufort.*
2. *To connect our own east and west by as many lines as are necessary.*
3. *Not needlessly to make ourselves a reservoir from which our neighbors, north and south, are to be perpetually drawing.*

With these principles steadily kept in view (and they surely are such as will commend themselves to every North Carolinian), any modifications of the system are cheerfully left by the writer to the better judgment of his countrymen, in the belief that nothing truly worth preserving will be sacrificed, merely to meet local or sectional feeling.

But with the system, as it stands upon the map, let us now go into detail, and ask ourselves, supposing it to be completed as here suggested, how each portion of the State will be affected. I apprehend it will appear, that we can devise no other which will more impartially diffuse the benefits of rail-roads, and dispense their advantages to every part of the State.

We have in the whole State eighty-two counties: *of these, every one but twenty-two will actually have a railroad passing within its boundaries.*

The reader is desired to follow us on the map, and he will find, provided for, the following counties, named in alphabetical order, viz.:

Alamance.	Chowan.	Henderson.	Pasquotank.
Alexander.	Cleaveland.	Hertford.	Perquimans.
Anson.	Columbus.	Iredell.	Person.
Ashe.	Craven.	Jackson.	Randolph.
Beaufort.	Cumberland.	Johnston.	Richmond.
Bertie.	Davidson.	Jones.	Rockingham.
Bladen.	Duplin.	Lenoir.	Rowan.
Brunswick.	Edgecombe.	Lincoln.	Rutherford.
Buncombe.	Franklin.	Macon.	Sampson.
Cabarrus.	Gaston.	Mecklenburg.	Union.
Camden.	Gates.	Moore.	Wake.
Carteret.	Granville.	New Hanover.	Warren.
Caswell.	Guilford.	Northampton.	Washington.
Chatham.	Halifax.	Onslow.	Wayne.
Cherokee.	Haywood.	Orange.	Wilkes.

Here then are *sixty* counties, out of eighty-two, with a railroad actually in them, giving them communication with the State in all directions. More could not reasonably have been expected in so large an extent of country, unless the roads had been located *solely* with the view of furnishing each county with a portion. *Three fourths* of the State then, evidently, is here supplied, upon a general system which, while it thus benefits sixty counties, contributes also to the production of the greatest general good to the *whole* State.

Let us now look at the counties through which a road does *not* pass. But before we proceed to name them alphabetically, let us remark generally that there is not one of them, save Hyde and Tyrrell on the sounds, which may not, by a short lateral railroad, connect itself, at no enormous expense, with one or other of the lines delineated on the map. So that a day may come when, on this system, not a county in the State will be without its railroad. As it is, were the main lines on the map built, *plank roads* would bring every county through which they do not pass, into easy communication with them.

Burke.—The southern boundary of Burke is about fifteen miles from Rutherfordton, and about twelve from Selby. Its northern is about thirty from Wilkesborough.

Caldwell.—This lies east of Burke, and its centre is not twenty miles distant from Wilkesborough.

Catawba.—Its southern boundary is close upon the line from Salisbury to Selby; its northern not twenty-five miles from the line to Abingdon from Salisbury.

Currituck.—It has but to cross Camden (some ten or twelve miles,) to reach Elizabeth City.

Davie.—From its centre to Salisbury is not twenty miles.

Forsythe.—The road from Greensborough to Lexington passes very near its south-east corner.

Greene.—From Snowhill (the county town) to Kingston is some sixteen miles.

Hyde.—From Germantown to Washington is thirty miles. But this county, as we have already intimated, is so completely maritime, that it would find greater difficulty than its sister counties in connecting itself with the general system. It can, however, communicate with New Berne, Washington, and Beaufort, by water.

McDowell.—Its southern boundary is some ten miles distant from the line at Rutherfordton.

Madison.—Its southern and western boundaries are near the line from Ashville to Newport, Tennessee.

Martin.—The depot at Plymouth may be considered as much belonging to Martin as to Washington County. It is on the line.

Montgomery.—It has just north of its northern boundary the road from the coal-fields to Salisbury; and on the south the road passes through Richmond and Anson, from which its southern boundary is distant some fifteen or sixteen miles.

Pitt.—The road at Washington is almost on the dividing line between Pitt and Beaufort. The former county can reach it as easily as the latter.

Robeson.—It may reach the road at three points; between Fayetteville and Richmond County, at Fayetteville, or between Fayetteville and Bladen County, on the road to Wilmington. To either point the distance is small.

Stanley.—Concord on the west, and the line from Wadesborough to Charlotte on the south, are both within a short distance.

Stokes.—Its nearest point is Greensborough, from which its south-east corner is some twenty miles distant.

Surry.—This county has Wilkes on its west, and the nearest point at which it can reach a railroad is Wilkesborough. This place is about twenty miles from the west boundary of Surry.

Tyrrell.—This county, like Hyde, must depend chiefly on water carriage. The nearest railroad point to it is across Washington County, at Plymouth. The distance from Elizabeth Court-house is about thirty miles.

Watauga.—The road from Salisbury to Abingdon almost touches it.

Yadkin.—The lower part of this county is not fifteen miles from Lexington in Davidson County.

Yancey.—This county is perhaps more disadvantageously situated than any of the others; it is about midway on our western State boundary between the road from Salisbury to Abingdon, and that from Ashville to Newport. Its southern line is about twenty-five miles from Ashville, and from Wilkesborough on the east, and Jefferson (Ashe County) on the north, its nearest point is about thirty miles.

It will thus be seen that, if localities removed from a railroad at distances varying from six or eight to thirty miles, are in sufficient proximity to be benefited by the road (as they certainly for the most part are), then there is scarcely a spot in the State which, upon the system proposed, would not share the benefits it might render.*

Next let us see how existing *towns* would be affected, for it is certainly desirable to build up all that we can. We will commence with the smaller, reserving the larger for a more particular consideration. The following is an alphabetical list

* We are not so minutely acquainted with the topography of that region at the west, lying in the triangle formed by our western boundary and the lines to Abingdon and Newport, as to be able to indicate the desirable railroad constructions there. We can only say, that when determined on by the residents of that region, their convenience should be consulted, and every facility afforded them. Some roads (short ones) are doubtless desirable in that region.

to which possibly more might be added, as, for instance, in the counties of Alamance, Caswell and Jackson, of which our map does not show the county seats.

Ashville	in	Buncombe.	Lincolnton,	in	Lincoln.
Clinton,		Sampson.	Murphy,		Cherokee.
Concord,		Cabarrus.	Plymouth,		Washington.
Edenton,		Chowan.	Rockingham,		Richmond.
Elizabeth City,		Pasquotank.	Rutherfordton,		Rutherford.
Franklin,		Macon.	Selby,		Cleveland.
Gaston,		Northampton.	Statesville,		Iredell.
Goldsborough,		Wayne.	Trenton,		Jones.
Greensborough,		Guilford.	Wadesborough,		Anson.
Hillsborough,		Orange.	Warrenton,		Warren.
Jefferson,		Ashe.	Weldon,		Halifax.
Kenansville,		Duplin.	Windsor,		Bertie.
Kinston,		Lenoir.	Wilkesborough,		Wilkes.
Lexington,		Davidson.			

Here are no less than twenty-seven of our minor towns (and the number is probably greater), all of which would receive an impulse, and grow into increased prosperity by the system proposed. Let us now speak of the larger towns, beginning at the west.

Charlotte.—In the heart of the gold region, and stretching its iron arms to the four points of the compass, it would become the centre of larger operations, and grow at once into importance. It would become one of the great depots of distribution for the west. We should all be glad to see it, for it is a spot consecrated by the patriotism of our fathers. North Carolinians can never forget the Mecklenburg declaration of independence.

Salisbury.—This would become our other important western depot, and thither would, of necessity, find their way, the rich products of western Virginia. Now, Wythe and the adjacent counties of Virginia, from which we would thus draw (because our line would be their shortest route to the sea), constitute one of the best agricultural districts of our northern neighbor. But this is not all; the connection of Salisbury with our coal-fields would bring an immense business from that region, for she would be the coal depot for all the country west of her.

Nor yet have we done. She would be our great and only town in the west, possessing the advantage of *forming the converging point for every road west of her*. She would have the benefit of every one of our *three* roads that cross our western boundary. She could not help becoming large and prosperous.

Fayetteville.—This is now one of our most important towns, and is full of public spirit. She is becoming wealthy now merely by her *plank* roads. Our system would only make her more important; for with one hand she would touch the sea at *two* points, while she would lay the other on the mountains. Beside this, the north is open to her, and she travels not far before she touches a region so rich in coal, that had we no other mineral wealth, that alone would make us a wealthy State. Her valuable western trade would be secured to her, without a possibility of its ever being diverted in another direction, and all this without injury to any other part of the State; and her increase would be alike large and rapid.

Wilmington.—This place, which so well deserves the prosperity its enterprise and liberality have already secured, would, on the system proposed, possess every advantage her position will allow. From the north, the south, and the west, she would gather her stores; her wealth would enable her to do all that human means can do to overcome her natural obstacles to a good navigation; and the only limit to her prosperity would be that created by causes which no skill or industry of man can remove. She would have no cause to entertain a jealousy of any other spot; for she would soon find that on a coast like that of North Carolina, and with a country like ours, stretching away to the westward 450 miles, amid coal, and iron and copper, and gold and silver; amid marble and sandstone and limestone, and soapstone and granite; over regions fit for tillage, and regions fit for pasture, rich in all vegetable products most useful to man, rich in the cattle upon a thousand hills, with an opulence and abundance marvellous even to those who know and love her, and incredible to those who know her not; she would soon find, we say, that there is ample room for her and others also. *One* railroad and *one* sea-port would never suffice for the full development of our resources; and Wilming-

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ton is not so unpatriotic, so selfish as to desire her own advancement solely, at the expense of the honor and prosperity of the rest of the State.

Raleigh.—The effect of the system we have proposed would be to bring this city, our seat of government, into easy communication with every part of the State; and afford her every advantage of growth and prosperity of which her inland situation admits. As the general prosperity of the State advanced, she would advance with it, and become a spot remarkable for the concentration of wealth, refinement, and intelligence. Raleigh would, by insensible degrees, become the home of many men of means, leisure and letters, collected from various parts of our country.

Washington.—This place is now prosperous, and we should seek the increase of that prosperity. Her drawback (as we have stated) is Ocracoke Inlet. The object kept in view in the arrangement of the system has been, so far as the local interests of Washington are concerned, to afford her two advantages, viz.:

1. By the railroad to the north of her, to give her what she never has had—a share in the trade of the “north counties;” and—

2. To give her the benefit of the outlet at Beaufort as well as of that she now has at Ocracoke.

She now draws produce from Pitt, Greene, and part of Edgecombe, by means of the river and plank roads; give her the trade north of Albemarle, and she would soon become a very important depot. She might ship either by Ocracoke as she now does, in small vessels, or might transmit by road to Beaufort, for shipment, such articles as would seek a direct European market. A portion of her commercial capital as well as that of New Berne, would undoubtedly find employment at Beaufort; but this would not impoverish either of those towns. In fact, if they should commit the great error of severing themselves from Beaufort, they will inevitably be ruined; for no contrivance of man will bring even small craft in at Ocracoke, always at a risk, when within 60 miles, there is a capital inlet, with no risk at all, admitting at once to a harbor where the vessel may discharge cargo, without a long and dangerous navigation through the

sound, to find a port of discharge. Whenever capital begins to beconcentrated at Beaufort, Ocracoke will begin to be abandoned by all but very small vessels.

New Berne.—This town, like Washington, may draw trade to it from above by the railroad, and also will communicate with the west. It will be identified in interest with Beaufort. Owners of capital, men employed in mercantile pursuits, may indeed reside in New Berne, many probably will, but their chief imports and exports will go through the inlet at Beaufort. Let us on this subject look to experience. An individual residing in New Berne is some 30 or 40 miles from Beaufort; he can therefore reach it by rail in little more than an hour. Now, hundreds of merchants are doing business daily in New York, whose residences are out of the city, and some of them more than 40 miles. They pass and repass every day by the railroad. The mercantile house in New Berne has but to establish its agency, warehouses and office in Beaufort; and the proprietor residing in New Berne may readily transact a very large business in Beaufort, and give it too, if he pleases, daily personal oversight. The fact is, New Berne and Beaufort, in matters of commerce, *must and will be one*. If Wilmington had a Beaufort near her, as New Berne has, can any sane man doubt, after seeing her liberality and enterprise, whether she would hesitate an instant in connecting herself with it by a railroad, and making it her commercial depot?

But, New Berne communicating with the west, would have another resource, similar to one proposed by Fayetteville. She would have the raw material for *manufactures*, and would doubtless engage in them.

But New Berne possesses another advantage to which we would now advert, as connected with internal improvement, though not with any railroad. *She has it in her power to connect herself with Beaufort Harbor by a water communication sufficient for large ships.*

Among the tributaries on the south side of the Neuse River in Craven is one known as Adams' Creek; an arm of the sea, constituting a part of the waters about Beaufort, is known as the North River, and makes up some distance into the land toward Adams' Creek. Some years ago, the general government

ordered a survey of the country between these two bodies of water, when it was found that a *ship* canal from 6 to 10 miles in length would connect them, and thus unite the waters of Beaufort harbor with the rivers at the junction of which New Berne stands, and that it was quite practicable. Nothing however has ever been done toward the execution of the work.

Beaufort.—What we have already said in our previous pages explains the advantages of the harbor at this place for a large commercial city. It has never had means of communicating with the interior, and therefore has never been more than a small village on the sea shore. To make it a place of immense importance to North Carolina, it is only necessary to connect it with the interior by railroads. Its superior commercial advantages would then soon make it, not only the largest town in the State, but the largest city on the Atlantic south of New York. There should be as little delay as possible in connecting it with our remotest west, by a road much straighter and more direct than that known as "The North Carolina Central." *

There are three points on the waters of Beaufort Harbor all of which might be brought into immediate contiguity with deep water. These are Beaufort and Lenoxville on the one side of the harbor, and Shepard's Point on the other. In the opinion of the writer, *there is need of all*. No jealousy should be permitted to grow up between these several localities. They have a common interest, just as much as New York and Brooklyn have, and not unlike it. The road as it approaches the sea, should be made, by branches, to reach both sides of the harbor.

There is another consideration connected with Beaufort. It is the point on the Atlantic, presenting a good harbor, from which the *most direct line* may be run to the Pacific, as we have shown on Johnson's map. The road will soon be finish-

* It has afforded the writer of these pages great pleasure to find the views here expressed, advocated ably, by a writer in the Fayetteville Observer of April 3, 1854, under the signature of 'Carroll.' As Carroll is quite unknown to us, we have been the more pleased to find between us a coincidence of opinion; inasmuch as it shows that, without concert, two North Carolinians, alike uninfluenced by any pecuniary interests, have taken a similar view of this subject.

ed westward to the boundary of Arkansas. Should it, therefore, be taken up from that point, as being the line shortest and most easy of execution to the Pacific, what will not Beaufort become? The products of Asia and of California, at least in part, will be laid on our Atlantic shore at that spot; and thither too must the ships of Europe from the East come to receive them.

It seems to be conceded too, that the Southern part of the Union must have some port from which to carry on trade direct with Europe. Let a railroad from the Pacific join that across Arkansas, and it requires no prophet to predict that *nature* has decreed that Beaufort, with her noble and all-sufficient harbor, will be the great Southern emporium of commerce.

Of the large towns which we have named, we would, in conclusion, say that the portions of the system which they are severally most interested to bring to speedy completion are as follows: viz.;—

Wilmington.—The road from Ashville, through Charlotte to Fayetteville.

The road from Fayetteville to Wilmington.

Fayetteville.—The road from Fayetteville to Charlotte, and thence west.

The road to the Chatham coal fields.

The road through Sampson and Duplin to Beaufort.

New Berne.—The road from Beaufort through New Berne to Goldsborough.

The road through Trenton to Kenansville in Duplin.

The road through Washington to the "North Counties."

Raleigh.—The road to the Chatham coal fields.

Salisbury.—The road to the Chatham coal fields.

The road to Selby, in Cleaveland County.

The road to Abingdon, Virginia.

Charlotte.—The road from Chatanooga to Fayetteville.

Washington.—The road from New Berne to the North Counties.

And possibly a road from Washington to Goldsborough, which would open the west to her.

Wilmington and New Berne.—The road from Goldsborough to the coal fields.

